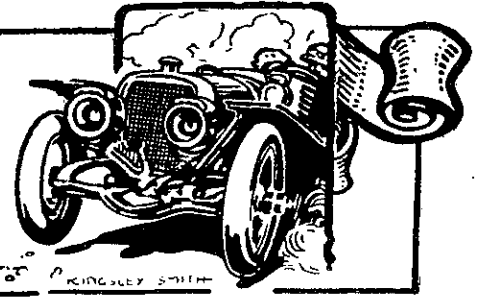


MOTORING & CYCLING



Photographs of private motorists in their cars, snapshots taken while on tour, or accounts of motoring trips and other items of interest to car-owners, will be inserted in these columns if posted to "New Zealand Sporting and Dramatic Review," P.O. Box 52, Auckland.

Walsh Bros. had ideal weather for their aeroplane flights at Hastings, and many residents took the opportunity of enjoying the sensations of going up. Some of the flights were as high as 6000 feet.

"The practice of passing a stationary tram-car on the side at which passengers are alighting is an exceedingly dangerous one," said Mr. S. E. McCarthy, S.M., at the Christchurch Magistrate's Court, in connection with a motor by-law case, "and any man with commonsense will either stop or go at a slow speed; otherwise he is only inviting disaster."

A traffic trap was established for an hour one day recently at the corner of Worcester Street and Oxford Terrace, Christchurch, where the "Keep to the left" pole is placed. The object was to detect people defying the injunction. Several cyclists were warned, and those who displayed impertinence had their names taken. The names of a few car drivers were also taken, and prosecutions will follow.

While doing a trial run in Napier, Walsh Bros.' aeroplane developed engine trouble, with the result that Pilot Russell had to manipulate a forced landing in a paddock in Frederick Street, near the abattoirs. In the landing the plane struck a fence, with the result that one of the wings was slightly damaged; also the nose of the engine. There was no passenger in the plane when it crashed, and the pilot was fortunately not hurt.

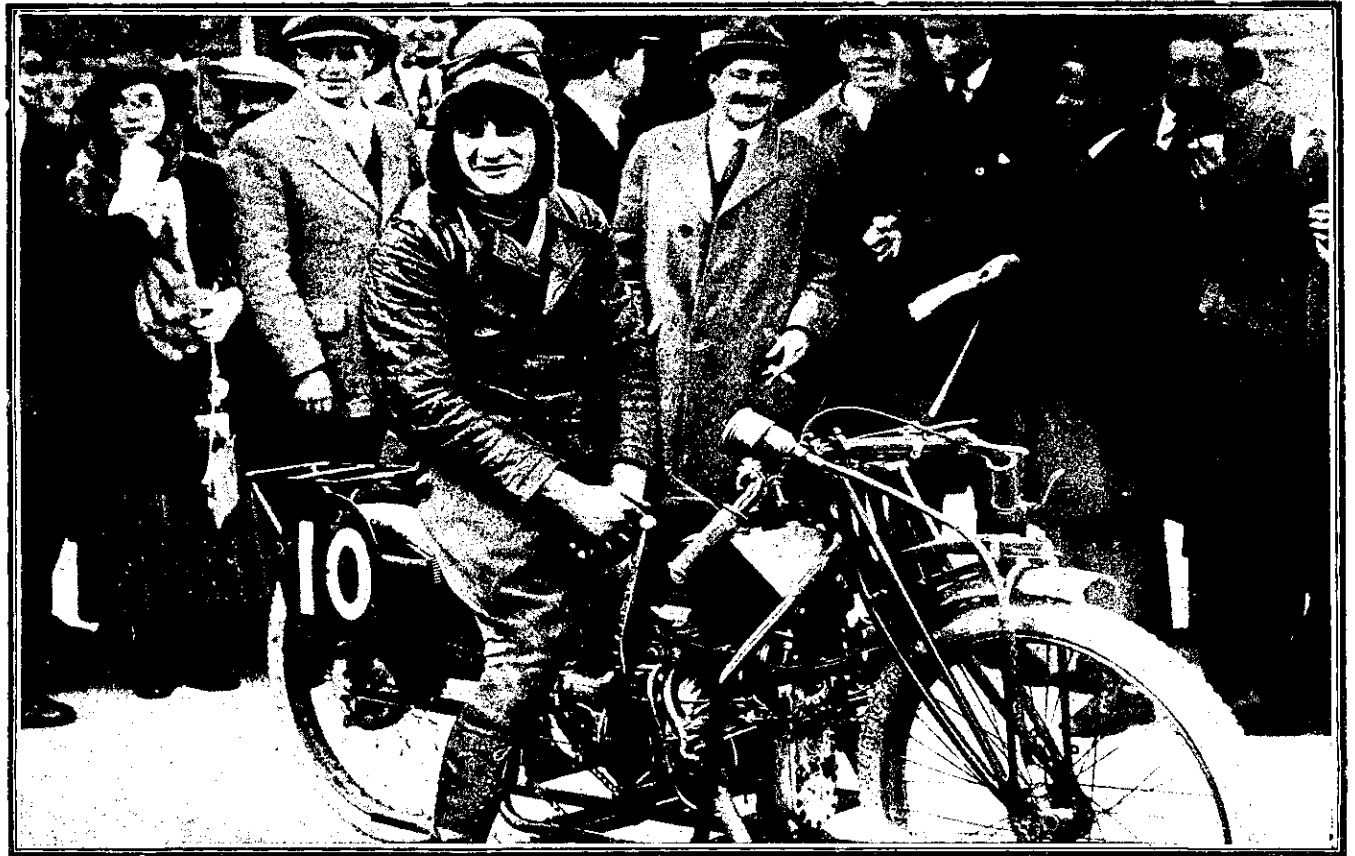
Two young men who intended motoring from Taihape to Wanganui had an unfortunate experience. They were preparing to leave Taihape township about six a.m., and while one was pouring benzine into the tank the other was examining the oil caps under the car with a lighted match. The benzine and the match quickly made contact, and soon the car was a blazing mass. The foreman of the garage, who lives opposite, rushed to the assistance of the others, and between them they pushed the car into the street. At this time a tin of benzine stored in the hood of the car went up in a sheet of flame. The fire brigade extinguished the flames, but not before damage to the car estimated at £50 had been done.

The question of fuel economy is of vital interest to the users of cars both because of its affecting, as it does, the pocket book, and the ability of the car to cover great distances on a moderate load of fuel. A survey of this field by Dr. T. Blackwood Murray, president of the Institution of Engineers (Scotland) shows that the brake thermal-efficiencies of the various types of engines places the automobile motor in a fairly satisfactory position." The locomotive stands at the bottom with an average efficiency of 6 per cent.; the compound non-condensing engine 10 per cent.; the compound condensing engine including boiler, 13 per cent.; the Parsons turbine, including the boiler, 17 per cent. Then follows the automobile motor with 23 per cent.; the aeroplane motor with 27 per cent.; the coal gas stationary engine with 30 per cent.; and the average Diesel engine with 34 per cent. On reaching that modern development in which the internal combustion and the steam engine are combined, namely, the Still type of engine, it was demonstrated to have an efficiency (actually obtained) of 41 per cent.; and the engineers who have been trying out these various types of power units set down the probable efficiency of the Still-Diesel combination at 44.5 per cent. In the Still-Diesel engine steam pressure is applied to force back the piston after its being driven forward by the petrol engine (internal combustion).

In the Dunedin Magistrate's Court, a case was heard in which Alexander Dawes claimed from Robert Leslie and Robert Hackett £120 for a motor car which was to be converted to other purposes. The original cost of the car was £150, of which sum £30 had been paid by defendants. Robert Leslie claimed £50 from plaintiff as damages for breach of contract in connection with the transaction. Leslie alleged that Dawes had agreed, subject to converting a motor car into a motor lorry which would carry at least one ton, to sell to him (Leslie) this converted car, the original cost of which was £150, and of which sum £30 had been paid; that Dawes had not delivered the car as agreed upon, and that he (defendant) had consequently refused to receive delivery. He furthermore claimed a refund of the £30 paid. Mr. J. B. Callan appeared for plaintiff, and Mr. W. G. Hay for defendants, and after the case had been gone into fully, Mr. H. Y. Widgows, S.M., intimated that he would reserve his decision.

The fifth annual report of the old Otago Motor Association makes interesting reading, as is pointed out by "Carburettor," in the "Dunedin Star." Readers are no doubt aware that the Motor Association and the Motor Cycle Club united and formed the Otago Motor Club, now one of the strongest and most active motor organisations in the Australasian colonies. The report publishes the names of all the motor car owners registered in Dunedin. Although but 10 years ago there were only 414 cars here then. Among the private owners of that time were: Dr. Fulton, Messrs. G. A. Maxwell, J. L. Passmore, E. E. Stark, A. M. McGeorge, J. C. McGeorge, W. T. McFarlane, Dr. De Lautoar, Dr. Colquhoun, Mr. C. S. Smith, D. Pritchett, Dr. F. S. Batchelor, Dr. Riley, Messrs. B. S. Scofield, W. Dawson, R. Rutherford, G. R. Story, H. Price, and Dr. Allen. The membership of the association was then 41. The Otago Motor Club membership runs into between 600 and 700.

Whether a man can be said to "permit" a thing to happen when he has taken precautions to see that it does not happen, was argued before Mr. H. A. Young, S.M., in the Hamilton Police Court when C. L. McDiarmid, solicitor, for whom Mr. E. H. Northcroft appeared, was charged under the by-laws with permitting his motor car to stand without lights. Mr. F. A. Swarbrick appeared in support of the by-law. The admitted facts were that the defendant drove his car to the theatre, and before entering drew his party's attention to the fact that the lights were burning. After the theatre closed the defendant found the lights out, but as they lit when he switched them on it was obvious someone had tampered with them. Mr. Northcroft said it was purely a question as how the word "permit" should be interpreted. He submitted that without any mens rea it was impossible for the defendant to "permit," and it could not be shown that he had knowledge of or connived at the offence. If it had been shown that the defendant was careless or



REVIVAL OF MOTOR CYCLE RACING AT BROOKLANDS TRACK, WEYMOUTH, LONDON.—J. EMERSON, who won the 500c.c. motor cycle sprint race at the first meeting of 1920 at Brooklands, which was recently re-opened after being closed for close on six years in consequence of the war.

The President of the Board of Trade (the Hon. E. P. Lee) informed a Wellington reporter that, in view of the complaints made lately regarding the supply and price of petrol, he had obtained a report from the Board of Trade as to the position. In respect to the price, although the retail price of benzine is governed by an Order-in-Council published on February 12th last, the Board of Trade exercises its powers under the petrol regulations of 1913 to allow an increase in price when special conditions justify such action. The documents in connection with each shipment arriving in the Dominion are submitted to the Board by the importers, and, after fully checking these, the prices are adjusted. Generally, with cargoes arriving direct at Wellington, the gazetted prices are not exceeded, but during the past few months benzine has been in short supply in Wellington, and the board has found it necessary to transfer stocks from other ports, and freight and handling charges have had to be allowed for. Recently a shipment was obtained from Auckland to meet the local shortage, and the Board is now arranging for further supplies, probably from Christchurch, to tide Wellington requirements over until the arrival of a direct shipment. Mr. Lee said he would like to make these facts public, in view of the complaints being received as to increased prices being charged to the public.

What is believed to be a record for motor transport was established the other Saturday, when Mr. S. M. Moul, of Northland, covered the distance from Wellington to Wanganui with a two-ton motor lorry loaded with furniture, in the smart time of seven hours. Leaving the city at 7 a.m., Wanganui was reached at 3 p.m. with one hour stoppages for petrol and meals, and the return journey was completed in eight hours.

A joy ride, more in association with a picture film than stern reality, caused considerable consternation in Cathedral Square, reports the Christchurch "Press." A party of young men hired a taxi, and spent a day joy riding all over the country. Returning to the city in the evening they had tea at a certain hotel, and then commenced to break the speed limit in the city streets. Not satisfied with careering along the streets, they began a wild dash round Cathedral Square at a speed estimated at from 40 to 50 miles an hour. The hour was just before 7.30 p.m., and the Square was full of people, and as the motor flew round and round the Square, its driver heedless of all warnings to stop, it seemed that only a miracle would prevent an accident. Constable Packer at length, with the assistance of a large crowd, managed to bring the joy riders to a stop at Broadway's corner. They were taken to the police station.

had omitted to do anything it would have been different, but the evidence showed the reverse. Counsel quoted a number of authorities in support of his contention that mens rea was essential for the charge to succeed. Mr. Swarbrick argued that the local authorities gave the right to leave cars in the street under certain conditions, one of which was that they should be properly lighted. He submitted that the defendant was negligent in that he did not go out during the performance to make sure the lights were burning. He knew that larrikins were in the habit of putting lights out, and should have taken steps to guard against what happened. If it was competent for him to leave the car there for two hours without further attention, what was to hinder him from leaving it there all night and every night, so long as when he left it he made certain the lights were burning. He submitted the obligation was on the defendant to keep the lights burning. In giving his judgment later on, the magistrate said it was clear the defendant did "permit" the car to stand, and, in his opinion, this was prohibited by the by-law. Defendant was ordered to pay 7s. costs.

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